

Form C-104  
Rev. 02/2009

# **VALUE ENGINEERING CHANGE PROPOSAL MISSOURI DEPARTMENT OF TRANSPORTATION**

☐ Conceptual Proposal      ☒ Final Proposal      Date 06/23/2010

Contract ID 100430-611      Job No. J611885

County St. Louis      I-270      Original Bid Cost \$2,748,495.89

Contractor Millstone Bangert, Inc.      By Bob Kile

Designed By MoDOT      Phone 314-691-3958

VECP# 10-66 (to be completed by C.O.)      VECF ☒ or PDVECF ☐

**1. Description of existing requirements and proposed change(s). Advantages/Disadvantages**

Existing: Current Stage 3 plans show NB and SB I-270 staging that requires us to remove the existing pavement markings, install temporary markings and, upon completion of the bridge rehabilitation, remove the temporary markings and re-paint new permanent markings.

Proposed: We propose to perform this stage using nightly lane closures within the current traffic lane configuration. This will minimize the impact to the traveling public by shortening the duration of time it will take to complete a stage and transition into the next one.

**2. Estimate of reduction in construction costs.**      \$19,342.40

**3. Prediction of any effects the proposed change(s) will have on other department costs, such as maintenance and operations.**

None

**4. Anticipated date for submittal of detailed change(s) of items required by Section 104.6 of the Specifications.**

06/23/2010

(date)

**5. Deadline for issuing a change order to obtain maximum cost reduction, noting the effect of contract completion time or delivery schedule.**

N/A

(date)

None

(effect)

**6. Dates of any previous or concurrent submission of the same proposal.**

N/A


(date and/or dates)

**Additional Comments:**

Attached is a spreadsheet with estimated quantity revisions for this VE. Using this revised construction method MBI will minimize the durations of impact on the regional mobility of the traveling public. Extra work shifts requiring lane restrictions will not be required to switch traffic to the next stage. No peak traffic closures or lanes reductions will be used at this location.

**\*\* Portion Below This Line To Be Filled Out by MoDOT \*\***

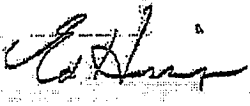
**Comments:** THE CORE TEAM HAS BEEN INVOLVED WITH THIS PROPOSAL & SUPPORTS IT. THIS WILL MAKE THE IMPACTS TO I-270 LESS & WILL HELP MOTORISTS NAVIGATE MORE FLUENTLY. THIS SAVES \$ TO THE PROJECT AS WELL

  
Submitted By Resident Engineer

7-9-10  
Date

**Comments:** I am in agreement with the Core team's findings and recommend approval of this VE.

☒ Approval Recommended  
☐ Rejection Recommended

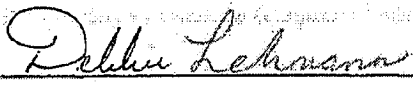
  
District Engineer

Digitally signed by Matthew Budd  
DN: cn=Matthew Budd, o=MoDOT, ou=D6  
Construction and Materials,  
email=Matthew.Budd@modot.mo.gov, c=US  
Date: 2010.07.14 14:45:29 -05'00'

Date

**Comments:** I am in agreement with the findings and recommend approval of this value engineering change proposal.

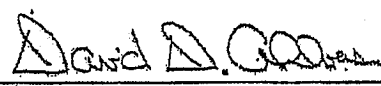
☒ Approval Recommended  
☐ Rejection Recommended

  
Federal Highway Administration  
Required for FHWA Full Oversight Projects

8/3/10  
Date

**Comments:** This is approved based on core team's findings, but contingent on FHWA approval. Denis Glascock. 7/16/2010

☒ Approval  
☐ Rejection

  
State Construction and Materials Engineer

Digitally signed by Denis Glascock  
DN: cn=Denis Glascock, c=US, o=MoDOT, ou=3H35, email=Denis.Glascock@modot.mo.gov  
Date: 2010.07.16 08:35:26 -05'00'

Date

**Distribution:** Resident Engineer, Project Manager, District Construction & Materials Engineer, State Construction & Materials Engineer, FHWA  
Value Engineering Administrator - MoDOT, P. O. Box 278, Jefferson City, MO 65102

[illegible]

# VALUE ENGINEERING CHECK SHEET

## TYPE OF WORK

(Check one that applies)

- ☐ Bridge/Structure/Footings
- ☐ Drainage Structures (RCP, RCB, CMP's, ect.)
- ☒ TCP/MOT
- ☐ Paving (PCCP, ect.)
- ☐ Grading/MSE Walls
- ☐ Signal/Lighting/ITS
- ☐ Misc

## SUMMARY OF PROPOSAL

(If needed, condense summary to a couple of lines)

This VE involves altering the work schedule to allow traffic handling during off peak travel times, eliminating the need for temporary pavement marking.

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## SCANNING OF DOCUMENT

If the proposal is large, please mark or make note, which pages need to be scanned into the database. If there are special instructions, make note of them here.

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